



**Issue
No. 71**

The Official Publication of the
**NATIONAL LOCKSMITH
AUTOMOBILE ASSOCIATION™**

12.05

2004 Kia Sorento



1. The 2005 Kia Optima is an inexpensive small SUV that is popular for first-time buyers and the rental car market. This car has no transponder key option for vehicles sold in the United States and uses the HY12/X232 key with the code series of S001-S1000. Generating keys for this car is very easy, especially when using the Hyundai 3 Determinator.

Ignition Lock:

2. The ignition cylinder for the 2004 Kia Optima is held in by an active retainer. It is easy to remove if you have a working key.



Here are the two best websites for Automotive Locksmiths:

www.TheNationalLocksmith.com

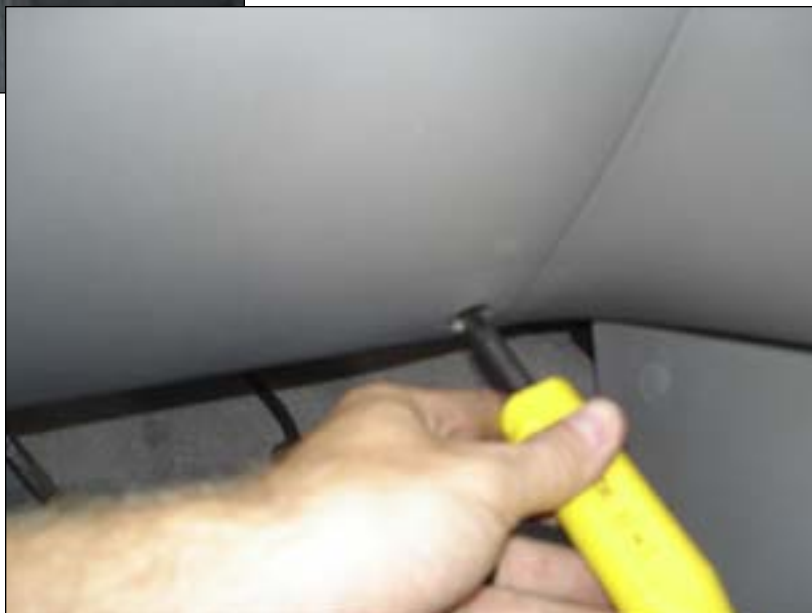
Chat, Forums, Editorial,
Online Store, Tech Support

www.Laserkey.com

Product & Technology Sales,
Transponder Information Resources



3. Begin by removing the two Phillips screws at the bottom sides of the kick panel.



**National Locksmith
Automobile Association™**

Publisher
Marc Goldberg

Director
Greg Mango

Printed in the U.S.A.
NLAA, a division of the National
Publishing Company
Publishers of
THE NATIONAL LOCKSMITH

1533 Burgundy Parkway
Streamwood, Illinois 60107
Phone 630-837-2044
Fax 630-837-1210

E-mail address:
natllock@aol.com

Unsolicited manuscripts are
accepted, but must include SASE.

©2005 National Publishing Co.
All rights reserved.

Issue No. 71

Manufacturers: Interested in
offering rebates or discounts to
NLAA members? Contact Marc
Goldberg at the Home Office



4. Next, remove the two screws behind the hood release.

5. Next, remove the compartment above the hood release and the screw behind it.



6. Finally, remove the left side panel near the firewall and the two screws behind it.





7. Now you can remove the kick panel.



8. You will need to remove the illumination ring in order to remove the cylinder. There is one Phillips screw at the 8 o'clock position.

9. Now with the ignition in the "ACC" position you can depress the retainer and remove the cylinder.



10. Finally, disconnect the key buzzer switch.

11. The cylinder removed.





12. To disassemble the ignition you will need to remove the outer case. Begin by removing the snap ring and the rubber retainer that holds the exterior case in place.



13. Then remove the rubber retainer that holds the face cap in place, and the face will twist off.



14. The ignition lock contains all 8 wafers.



Glove Box Lock:



15. The glove box lock is easy to remove.



16. There are two Phillips screws holding in the lock.



17. The lock removed.

18. After lock removal the plug can be removed from the lock by depressing the wafer retainer on the back of the cylinder.



19. After removing the plug, cuts 5-8 of the key will be revealed. Remember, like on many Korean cars, the tumblers are stamped opposite their actual value so tumblers stamped 1 correspond to a 4 cut, tumblers stamped 2 correspond to a 3 cut, tumblers stamped 3 correspond to a 2 cut and tumblers stamped 4 correspond to a 1 cut. Note the retainer wafer at the rear of the plug.



20. From here we figure cuts 5-8 of the key are 4-2-3-2. You can do a 4-possibility progression from this point or use the Hyundai 3 Determinator to make it easier. Using the Hyundai 3 Determinator in the door to figure if cuts 1-4 are either a high cut (1 or 2), or a deep cut (3 or 4) will narrow down the amount of possible keys. I ran my Determinator through the door lock and it trapped in positions 1, 2, 3 and 4. So in the "CONVERT CUTS TO CODE" section of my code program I entered B-B-B-B-4-2-3-2 (Where "B"= a 3 or 4 cut and "A" = a 1 or 2 cut) and came up with only one possibility, S0751 with cuts 4-4-3-3-4-2-3-2. Small code series + Determinator = Easy Money



Door Lock:



21. The door lock is not difficult to remove and although it does not have a code stamped on it, it does contain all 8 cuts for the key. You will need to pull the panel to remove the lock.

22. Begin by removing the screw at the bottom of the hand pull.



23. Next, remove the screw on the inside handle assembly trim piece.





24. Next, gently pry off the cover of the inside handle.



25. Remove the two Phillips screws.



**26. Now you can remove
the handle.**



**27. Next, remove the two
plastic Phillips fasteners
on the edge of the door.**



28. The panel can now be removed.



29. After disconnecting the linkage and removing the 10mm bolt, the lock can be removed.



30. The lock removed.



31. The lock is easily disassembled by removing the facecap and tailpiece.





32. The plug will come out the front. There is no code stamped on the lock but it contains all 8 cuts needed for making the correct key.

Rear Hatch Lock:

33. The rear hatch lock is not too difficult to remove.



34. Begin by removing the many plastic Phillips screws holding on the panel.

35. Next remove the two 10mm bolts holding on the inside panel.



36. The panel can now be removed by pulling outward.



37. You can now see the lock and the micro-switch.

38. After disconnecting the linkage and the micro-switch, you will need to remove the two 10mm nuts holding the lock in.



39. To remove the lock you will need to remove the license plate holder. There are two 10mm bolts holding it to the rear hatch lid.



40. The trunk lock removed.

41. The lock can be disassembled by removing the tailpiece and the facecap.



42. The lock contains all 8 wafers.



SPACE AND DEPTHS: continued...

B CODE SERIES: Y2001-3000											
Bow								SPACING		Tip	Cut to Cut: .098
1	2	3	4	5	6	7	8				
.098	.197	.295	.394	.492	.591	.689	.787				
Key Blanks: ILCO: X254, X267, KK3, KK4 Reed Codes: N/A HPC 1200 CM CF305 Curtis Clipper: Cam: KK-3A Carriage: KK-3A ITL MFG: 211 Pak-A-Punch: PAK-KA2 M.A.C.S.: 2 NOTES:											

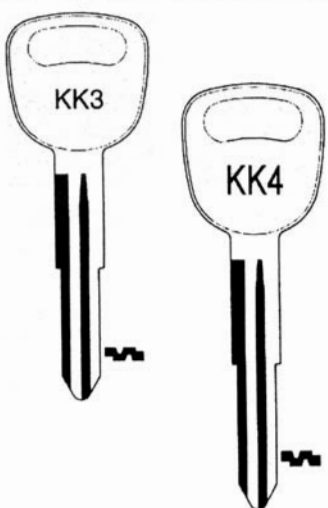
DEPTHS

1 = .280

2 = .260

3 = .240

4 = .220



2 CODE SERIES: Y2001-3000

- Method #1** Check owner's manual for codes, written in by the dealer.
- Method #2** Use the New KIA Determinator™. 
- Method #3** Disassemble door, trunk or rear hatch cylinder and decode wafers to make master key.
- Method #4** Impression Locks.

